



## Installation Instructions

### Power Brake Conversion Kit

Item # FC0037HK

**Applications:** 67-69 Mustang, 67-69 Falcon, 67-69 Fairlane, Ranchero, Comet, Cyclone, 67-69 Cougar, 68-69 Torino, Montego

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Thank you for choosing Leed Brakes for your automotive product needs. Before you begin your installation please inspect all parts and review the installation instructions. If you have any missing or damaged parts or if you have any questions regarding the fitment of this kit on your specific vehicle please contact our customer service team at (716) 852-2139 before beginning your installation

## Vehicle Prep :

1. Safely raise the vehicle off the ground until the wheels are clear and spin freely. Support the vehicle using the appropriate Jack Stands and remove the front wheels.
2. Remove wheels for easy access to the bleeders on your wheel cylinders.
3. From under the dash remove the pushrod from the pedal assembly.
4. Disconnect the brake line(s) from your master cylinder. ***Be very careful not spill any brake fluid on any painted surfaces as it will damage your paint.***
5. Remove all hardware retaining your current master cylinder or power booster to the firewall and remove from vehicle.

## Power Booster Installation

1. Remove the steel brake lines going from the original master cylinder to the factory distribution block.
2. If your car had factory power brakes the new power booster can be installed directly in place of the factory booster. If the car was equipped with factory manual brakes the firewall will need to be modified. The same modification were made at the factory to cars receiving power brakes.
3. Refer to the **Power Booster Mounting Template** at the end of this instruction manual. Using the factory master cylinder holes to position the template on the firewall mark and the drill any mounting holes not already present. The dotted line in the center of the template should line up with the existing pushrod hole in the firewall. The solid line represents the opening needed for power brakes. Using the template mark the firewall and enlarge the opening.
4. The power brake pedal supplied must be installed to align correctly with the pushrod of the new power booster and achieve the correct pedal ratio for power brakes. Use the supplied hardware to install the brake pedal in the upper hole of the pedal support bracket. Refer to the pedal support bracket diagram for help locating these holes.
5. Align the supplied power booster with the holes on the firewall and secure it with the hardware provided the bolts may be difficult to tighten with the limited space available.
6. From under the dash connect the booster pushrod and the brake light switch to the brake pedal and secure with a cotter pin. Make sure the pedal moves freely without binding and that the brake lights turn on and off as the pedal is applied and released. In some cases it may be necessary to remove a very slight amount of material from the end of the booster pushrod to get the brake lights to turn on.
7. Use a **vacuum hose** to connect the power booster to a direct source of engine manifold vacuum or aftermarket vacuum pump.

## Master Cylinder Bench Bleeding

1. Before you install your master cylinder you must **bench bleed** it in a vice off of the vehicle using the **bench bleeder kit** provided.
2. To Bench Bleed
  - a. Place your master cylinder in a **vice** by the mounting ears.
  - b. Attach a clear plastic hose to the short end of each of the plastic nozzles provided.

- c. Clip the plastic bridge onto the partition wall of the master cylinder and insert each plastic tube into the holes insuring the end of the tube will be fully submerged in the brake fluid.
- d. Press the tapered end of the nozzles firmly into the master cylinder ports with a twisting motion.
- e. Fill the reservoir with new clean brake fluid (DOT 3 or DOT 4 Recommended).
- f. Using a large Phillips head screwdriver push the piston in, then release using full strokes. This MUST be done until ALL air has disappeared from the clear plastic hoses.

**CAUTION- MASTER CYLINDER WILL NOT BLEED PROPERLY IF HOSES ARE NOT FULLY SUBMERGED IN BRAKE FLUID UNTIL THE BLEEDING PROCESS IS COMPLETE**

#### **Master Cylinder Install:**

1. Remove the master cylinder from the vice and install on the firewall, secure with factory hardware. ***Be very careful not spill any brake fluid on any painted surfaces as it will damage your paint.***
2. Carefully remove the bleeder kit nozzles and install the brake lines in the appropriate ports.
3. Install the **pre bent brake line** with the 9/16" fitting to the port for the rear brakes on the master cylinder (port furthest from the firewall) and connect the other end to the **top rear port** of the factory distribution block.
4. Install the **pre bent brake line** with the 1/2" fitting between the master cylinder port for the front brakes (port closest to the firewall) and the **top front port of the factory distribution block**.
5. Secure all brake lines and check for leaks.

#### **Bleeding the vehicles braking system:**

**We recommend that the brake system is bled using a gravity bleed method. While there are many ways to bleed a system this way is less likely to introduce air in the system causing a spongy pedal. Whenever bleeding your system you must keep an eye on your fluid level. If your master runs dry you will have to bench bleed the master again.**

1. Remove the cap from the master cylinder.
2. Starting at the right rear wheel cylinder or caliper attach a clear hose to the bleeder with the other end in a clear container.
3. Open the bleeder and observe the fluid flow. It may take a couple of minutes for the fluid to flow with a new system. Once the fluid begins to flow let it drip until you do not see any air.
4. Move to the left rear wheel, repeat step 3.
5. Move to the right front wheel, repeat step 3.
6. Move to the left front wheel, repeat step 3.
7. Repeat steps 2 thru 6 once more.
8. Install the lid on the master cylinder.
9. Pump the brake pedal until you achieve a firm pedal.
10. Remove lid on master cylinder & check fluid level
11. Repeat steps 2 thru 6 to insure all air has been removed.

**Once you feel you have successfully removed all air from your brake system check all fittings and lines for leaks and verify all fasteners are tight. Install your wheels, and spin them to insure they still spin freely making sure the caliper doesn't interfere with the wheel and your brakes are not dragging or locked up.**

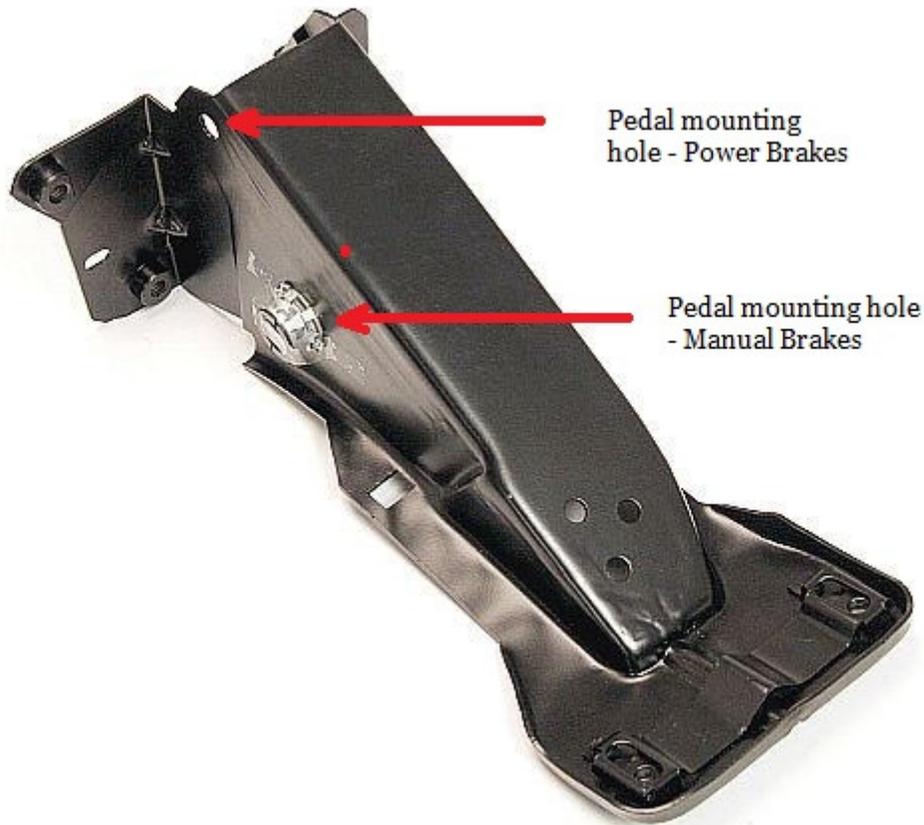
**You may now take your vehicle for a test drive in a safe area. We recommend that you drive the vehicle with light to medium application of the brakes for the first 150-200 miles. This will allow your brake pads to properly seat to your rotors to insure optimal braking performance.**

**If you have any questions please call our tech line at (716) 852-2139**

**Thank you for purchasing from Leed Brakes we hope you have had an enjoyable experience.**



## 1967-1969 Ford Brake Pedal Support Diagram



The Ford factory brake pedal support contains two mounting positions for both the original manual brake pedal and the power brake pedal. The new power brake pedal will mount in the upper hole located closest to the firewall. This position ensures proper leverage to actuate your brake system with comfortable pedal pressure.



## 1967-1969 Ford Power Booster Mounting Template

